



## Proposed Miami Bridge Improvements

***Innovative solutions can provide cost-effective improvements to this Missouri River crossing.***



### MIAMI BRIDGE (Route 41) — TODAY

- Built in 1939. Rehabilitated in 1983.
- Narrow roadway — 23 feet
- Continual maintenance on the deck and truss



### MIAMI BRIDGE (Route 41) — TOMORROW

- New roadway and girders
- 26-feet wide (11-foot lanes, 2-foot shoulders)
- Extends life by 50+ years
- Minimal maintenance
- Minimizes environmental issues/impacts

### Miami Bridge (Route 41) OPTIONS

**No Construction Cost**  
**\$12–14 million**  
**\$14–16 million**

**A: No-Build**  
**B: Rehabilitation of existing bridge**  
**C: Partial Replacement**

The nation's two mightiest rivers — the Mississippi and Missouri — flow for more than 1,000 miles through Missouri. Consequently, Missouri has more major river bridges — 55 — than any other state, and virtually all of them span these two rivers. These bridges are big and costly, both to construct and to maintain, and many are old. Carefully protecting these significant investments through maintenance, rehabilitation or replacement is critical to the economic vitality of Missouri.



MoDOT has 25 crossings over the Missouri River alone, many of which are critical links to rural communities on opposite sides of the river that depend on an agricultural economy. Two such bridges that need immediate attention are in Central Missouri — at Glasgow and at Miami. It's been more than 20 years since these structures were last rehabilitated, and they are routinely closed and/or restricted for up to a week at a time for regular maintenance. Each of these bridges alone would cost more than \$20 million to completely replace — with millions more for associated costs like right of way acquisition, connecting roadway work, etc.

MoDOT's challenge is to improve as much of its system as possible with available resources. Finding innovative and cost effective solutions allows for another project somewhere else. There are a range of options that can provide best-value improvements at these locations.

### ***Historical Significance***

MoDOT recognizes that these bridges are historically significant, but they are deficient in design and function for today's use.

### ***Complete Replacement***

Building new bridges at both Glasgow and Miami would provide very long-term benefits, but doesn't appear to be an affordable solution as MoDOT puts together its Statewide Transportation Improvement Plan (STIP) for the next five years. Building new bridges would allow the existing structures to be used during the construction process, but it would also likely require a lengthy environmental study and possible expensive mitigation measures, and would have significant additional costs to purchase right of way and to build roadways to connect to the new bridge sites.

### ***Rehabilitation***

Rehabilitation of these bridges, though cheaper (\$12-14 million apiece), would still not eliminate the regular maintenance closings that plague these bridges today. And rehabilitation would not add width to the narrow decks that can make meeting a truck on these structures a harrowing experience.

### ***Innovation May Be the Answer***

MoDOT has identified an innovative solution that could extend the life of the Glasgow and Miami river bridge crossings by another 50+ years — a great benefit, increase the roadway width to 26 feet, and minimize impacts to the river and surrounding areas.

MoDOT would remove the existing deck and steelwork from the supporting piers, then provide new steel and roadway on top to produce a new driving surface. The cost — \$14-16 million — is not much more than the cost of rehabilitation, is affordable and saves money and effort by reusing existing infrastructure. Improvements have been scheduled to begin in 2008 for Glasgow; and MoDOT would like to schedule work to begin by late 2009 for Miami, provided an aggressive, practical and teamwork approach is applied to these improvement plans.



This innovative strategy, though, would require complete closure of each facility for up to 12 months. MoDOT realizes that closure creates issues for each locale — planting and harvest seasons, access to schools, emergency services ... just to name a few. Lengthy detours that would be required to negotiate the construction project have many different types of consequences, as does the timing of the proposed improvements. MoDOT would seek to minimize impacts wherever possible, but some will be unavoidable if this effort is to swiftly move forward. To do so, community leaders, the general public, other stakeholders and MoDOT will need to come together with a collaborative effort to establish a game plan that

### ***Glasgow Bridge Update***

Contractor bids for the partial replacement alternative on the Glasgow Bridge were read December 21. The \$14,381,799 low bid submitted by Jensen Construction Company is expected to be awarded January 10. If the bid is awarded, construction will begin in 2008 and be completed by December 31, 2009.

### ***Time to Focus on Miami***

To begin the public involvement phase, two public meetings are currently scheduled. The meetings are open-house formats, no formal presentations will be made.

- ♦ January 8 at Miami  
(4:00 - 7:00 p.m. at the Miami School Gym located on Route 41)
- ♦ January 10 at Brunswick  
(4:00 - 7:00 p.m. at the Brunswick R-II School Multipurpose Room located at 1008 County Road - off Rt. Y)

These public meetings will give the community a chance to view drawings, time tables and other information on the project, and the opportunity to offer verbal or written comments. MoDOT staff will be available to answer questions related to the project.

